

Two Prisoners Killed and Nine Injured in Coal Mine

BYRD PARTY SAFE AT HUGE ICE PACK

Explorers Reach Gateway To
Vast Antarctic Region On
Christmas Day

By JOE ALEX MORRIS.
(United Press Cable Editor)

New York, Dec. 26.—(UP)—Commander Richard E. Byrd's stout bark City of New York, lay outside the great ice wall of the Antarctic tonight, 2,400 miles from human habitation and at the gateway of what probably will be the noted explorer's greatest adventure.

Alone at the bottom of the world, the base ship of the expedition has carried the American flag farther south than it had ever been before, arriving at the ice barrier in the Day of Whales on Christmas Day.

"We have reached today that great mysterious ice barrier," Commander Byrd informed the Secretary of the Navy in a radio message transmitted through the New York Times, the St. Louis Post-Dispatch and associated newspapers.

Ice Barrier.
"It presents to us an ice cliff higher than the mast of the ship," continued the report of the first man to fly over the north pole.

"On this Christmas Day we are thankful and proud to report that we have been able to carry the American flag several hundred miles farther south than it has ever been, and it seems fitting that an airplane that instrument of goodwill, should reach its farthest south on Christmas Day."

Whaling ships, such as the C. A. Larson, are in the Bay of Whales at this time of the season, but they do not penetrate to the region of the 80th parallel, where the City of New York nosed her way to the edge of the ice fields.

"It will probably be some days before we get ashore on account of ice that will be in the Bay of Whales," said Byrd's message, concluding his report of the first lap of the long exploration.

Commander Byrd is carrying the first great airplane expedition into the Antarctic, close on the heels of Capt. Sir George Hubert Wilkins, who is making exploration flights at present from Deception Island—far across the Antarctic at the edge of Graham Land.

The American commander apparently is about the center of the ice barrier which stretches across the Bay of Whales, with King Edward VII Land on his left and South Victoria Land on his right as he turns his face toward the South Pole.

Two Trails.
Two trails have been followed to
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Defied Cuban at Thomasville

posters, but she does admit, slapping him to awake him from sleep, saying it was only a drunken brawl on the yacht. When asked if she thought she might make up sometime with her former lover, she said "nothing in the world could induce me to," but she states the story of it all is being written by a thoroughly capable and well known author and will be out in a book within about two months. It is an exceedingly dramatic story that Miss Porter unfolds of her experience in Cuban waters, when she was being threatened with a lawsuit in the courts of a foreign government. Seizing two or three United States flags, wrapping one around her waist and holding one in each hand, she vowed she would never leave the boat.

Eventually the young woman may bear the distinction of being the only American woman who had the nerve, or courage, to defy a foreign government, but she is not boastful about it. She feels, however, she felt that she was entirely right, as the United States consul in Cuba must also have felt and believed when he told her, in answer to her appeal for help, to stick to the ship.

Deaths First To Occur Since
Prisoners Put In Mines
Last Spring

PUBLIC OPPOSITION
EXPRESSED TO WORK

Commissioner Grist Says No
Adequate Provision Made
For Inspection

Two State's prisoners were killed and nine were injured at the Carolina coal mine near Sanford yesterday afternoon at 5:15 o'clock, when the cable on a car bringing a load of prisoners up from the mine broke and the occupants were hurled down the steep incline into the mine.

Authorities at Central Prison here were notified of the accident and that the injured were being brought to Raleigh, but until a late hour they had been unable to ascertain the names of the dead and injured. F. G. Baker, in charge of the convicts, could not be reached.

Authorities at the coal mine said over the telephone last night that there would be no report until today, and that the names of the dead and injured were not known to them.

"Only two of these hurt were hurt seriously," declared O. A. Wakefield, manager of the mine, who was inclined to depreciate the occurrence and first referred to the dead as "injured."

Although Mr. Wakefield stated that Supervisor Baker and the injured men left the mine at about 9:30 o'clock last night, they did not arrive until 1:30 this morning and the supervisor immediately went back for two men who had been left behind. No record of the names was obtainable.

Mr. Wakefield stated that no investigation has yet been made of the affair, but it is expected that the authorities will take it in hand today.

It is not known whether Governor A. W. McLean, who concurred in the policy of sending the convicts to the mine, will have a personal investigation made or not, but Commissioner of Labor Frank D. Grist is required by law to investigate and Coroner George H. Brooks of Chatham county, where the mine is located, is expected to hold an inquest, although he had not been notified last night of the deaths.

George Ross Fox, superintendent of the Prison, and Dr. J. H. Norman, warden, were both out of town last night. Chester O. Bell, assistant superintendent, went down to the coal mine, but had not returned at an early hour this morning.

The mishap is the first resulting in fatalities among prisoners, since they were hired out to the mining company last Spring. At present 160 men are detailed for mine work, all Negroes.

In view of the fact that the Carolina mine, in May, 1925, was the scene of the worst industrial disaster in the history of the State, when 52 miners lost their lives in an explosion, there was some public opposition expressed when it became known that convicts were being sent into the mine.

Mine and prison officials, however, announced that every known safety device had been installed in the mine and that it was considered just as safe as quarrying—an occupation in which numerous prisoners were engaged. It was stated at the prison when the prisoners were sent to the mine that none but volunteers had been chosen, and that there were a number of experienced miners in the contingent.

Commissioner of Labor and Printing Frank D. Grist, who is charged with the inspection of all mines in the State, announced several weeks ago that one of his recommendations to the General Assembly would be for the employment of a mining engineer for inspection of mines in the State.

This is particularly important, he pointed out, since prisoners for whom the State is responsible, are being employed in the mines. Mr. Grist stated at the time that he had been making frequent inspection trips of the mines in which prisoners were working, but said that at best he was a layman at the task which demanded a trained engineer.

In addition to the coal mines in this section, there are a number of mines in the western part of the State, inspection of which would take practically the entire time of a mining engineer.